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COUNTRY East Germany
TOPIC VPL Units in East Germany

25X1X EVALUATION [] PLACE OBTAINED [] 25X1

DATE OF CONTENT prior to 10 February 1953

25X1A DATE OBTAINED 22 May 1953 DATE PREPARED 10 July 1953

REFERENCES []

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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1. Prior to the end of 1952, when the air technical division of the VPL was organized, the headquarters of the VPL at Berlin-Johannisthal was designated VPL 300. When the air technical division of the VPL was organized, designation VPL 300 was given to this new division, while the headquarters at Berlin-Johannisthal was designated M.d.I. VPL. The airfield battalions of this division were numbered VPL 301, VPL 302 and VPL 303.
2. The three battalions of the air technical division were ground units and were assigned to air regiments to provide technical assistance, material and mechanical supplies. No air technical regiment had been activated by 10 February 1953.
3. At the end of 1952, higher VP headquarters were organized into an operative department and a department for supply services. This reorganization was completed by about February 1953. Major Sommerfeld (fnu), a very qualified former officer of about 40 years of age, was to become the chief of the operative department, and Colonel Alter (fnu) was slated to become chief for the department of rear services. The two officers were not yet approved. Colonel Alter had been civilian official in the administrative service with the VPL since 1951. The chief of staff of the VPL was the operational deputy of the chief of the VPL, while the PK (Politkommissar) represented the chief.
4. Equipment stored at the "ZVL" central supply depot of the Berlin-Johannisthal VPL headquarters included billeting equipment for barracks installations, clothing, kitchen equipment, refrigerators, medical equipment for dispensaries and spare engines for motor vehicles. The depot had railroad connection to the Schoeneweide - Adlershof freight station. It was learned through a request for x-ray equipment for dispensaries which was to be established, that large shipments for the VPL were to be directed to Depot No 6, railroad station Drewitz near Potsdam, from where the goods were to be picked up by trucks.
5. By 10 February, Soviet personnel was still in charge of the maintenance

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and refueling of aircraft. VPL fuel depots for aircraft did not exist at that time. Source did not know whether they were planned. The VPL medical service, however, was requested to include in its 1953 program the installation of about six first aid stations for ammunition depots and similar ground facilities. The location of these stations was not given.

6. In late 1952, about 50 VPL members were sent to the USSR for a 2 year training as aircraft engineers. These students were subjected to special physical examinations and had to be free of any physical defects. In addition to the examination by the army medical service, the VPL chief physician had to write a report stating whether the students would be physically fit for several years of foreign service. Questionnaires had to be filled in in German and Russian.
7. Source did not know whether further divisions were to be activated in addition to the Fighter Division 600 and the Air Technical Division 300. It was never mentioned that bomber units were projected. However, the 1953 program was to include the organizing of 2 or 3 units in regimental strength. By February 1953, it was still unknown whether the activation of another division was concerned or where these new units were to be stationed.
8. Lectures on air tactics indicated that, in the Soviet Air Force, fighter units as well as bomber units may have air reconnaissance instruments and do their own reconnaissance.
9. Parachute training which was to start in mid-January at Cottbus under the supervision of a Soviet lieutenant colonel in VP uniform was delayed due to bad weather. Training had not started by 10 February. No information was obtained on the towing of cargo gliders.

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1. Comment. The present report supplements previous information. . It is believed that no essential changes have taken place since February 1953. The existence of the headquarters of the Technical Division 300 of the VPL is confirmed. The organizational setup of the VPL headquarters into the operative department and the department for the rear services is believed correct. The training of VPL aviation engineers in the USSR was reported for the first time, but is probably true because of the dependence of the VPL on the technical development of the Soviet Air Force.

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